THIRD GAME.

POUBTR GAME.

Sands.......... 15 15 30 30 30 40 V Crane....... 0 15 15 30 40 40 V V—Game

SIXTH GAMB.

BEVENTE GAME.

BIGHTH GAME.

NINTE GAME.

FIRST GAME.

THIRD GAME.

POURTH GAME.

FIFTH GAME.

SIXTH GAME.

SEVENTE GAME.

BIGHTH GAME.

NINTH GAME.

TENTH GAME.

BLEVENTH GAME.

COST OF WEST POINT SPORTS.

Annual Report of the Treasurer of the

Army Athletic Association.

The annual report of the treasurer of the

Army Athletic Association, which handles

West Point sports, shows receipts for 1906

There is a balance of \$6,545.84 to the

101 22

to be \$20,491.01, and expenditures of \$13,-

new season. The football expenses are the heaviest, but needless to say the Army eleven would make big money did it get in any revenue from gate receipts. The report follows:

"1. The current fund. The receipts and expenditures under this head are given below:

RECEIPTS.

EXPENDITURES.

Fencing: oach and expenses...... \$287 48

Civilians
Foster Fund
Refund International Athletic

Baseball: oach and expenses.... uarantees... mpires...

rainer and assistants.

Hockey guarantees.... Outdoor meet—prizes.... Incidentals:

Postage
Exchange on checks
Exchange on checks
Telegrams
Printing annual report
Current expenses
Hire of clerks

Seventh Regiment Rifle Shooting.

CASH PRIZE WINNERS.

38-65. Expert Qualifications—Capt. B. B. McAlpin, Company I, 68, 82-150. Private A. O. Sherwood, Company I, 68, 82-150.

New Orleans Entries for To-day.

Miss Bertha
Maita
Baker Faul
Odd Trick
Fourth Race—One i
Orbicular
Missouri Lad
Lady Esther
Grevilla

Grevilla. 10
Telegrapher. 9
Fifth Race—One mile

122 Pompadour. 103 120 Maialc. 102 120 Maialc. 102 117 Gold Duke 100 117 Earl of Lelcester. 100 118 Baneful. 97 112 Helen Lucas. 97 100 Villa. 95

107 Harry Scott

fe ans.
107 Huntington
107 Florize
105 Footlight's Favorite
105 Harmakis
105 Barnie Cramer
102 Langford James
103

e mile and a sixteenth

Seventh Regiment Rifle Club meet were:

The scores, made on Saturday night at the

.....15 30 40-Game

.. 15 30 40-Game

SECOND SET-SANDS, 6; CRANE, 5.

Lightweight Champion in High Favor for norrow's Finish Fight With Herman-Rich Stakes Will Close This Week -Obstacles in Path of Turf Reformers.

So far there has been practically no betting on the fight between Joe Gans of Baltimore and Kid Herman of Chicago for the lightweight championship of the world, which will be decided in the ring of the Casino Athletic Club at Tonopah, Nev., to-morrow fternoon. Gans is regarded by local sporting men as a sure winner, providing the fight is on the level. The men will enter the ring about 3 o'clock, which is nearly 6 o'clock New York time, and they will continue to fight until one or the other is knocked senseless to the floor or loses on a foul. The referee Ill be Jack Welch of California, who is practically unknown in the East. This man was selected after James J. Jeffries had refused to serve and Gans had objected to George er of Chicago. Shortly before the principals put on five ounce gloves they will weigh in at the ringside. They agreed when the articles were signed to scale at the lightweight limit, 133 pounds, and they also posted orfeits to this effect.

From the latest reports sent out by the Tonopah press agents tians will have no trouble in tipping the beam, while Herman m down to weight for some time past. Gans has been made a 3 to isfavorite because of his remarkable record as compared to that of Herman. The Baltimore pugilist, who is 32 years old, has beaten all the best lightehts including Battling Nelson, suppose to be a world beater until he was disqualified n the forty-third round. Gans is nine years older than Herman, is 3% inches taller and has a longer reach by 4% inches. He is recognized as the most scientific man of his weight in the world to-day. In addition to a wonderful knowledge of ring tactics, Gans can punch hard enough to put aman to sleeep f he reaches the proper mark. In fact, he can point to a record of knockouts scored over many high class pugilists, which means that when he is trying he is notice man to be

Quick on his feet, always shifting about with a puzzling style, Gans can hit with either hand. He can inflict painful injuries with left handed jabs and jolts, and can produce knockdowns with a terrific right hand swing or uppercut. In blocking and stopping blows Gans is a past master. He is also a clever judge of distance and the personifica tion of coolness. It is doubtful if Gans ever became rattled in the ring and he has been under fire many times, too. He was put to the test when he fought Nelson and was not found wanting. It was in that affair Gans showed his best qualities, which earned for him a memorable victory. With Gans strong and active at the weight, therefore, ring experts cannot figure how Herman has a

chance to beat him. Herman has taken part in many important fights, but he has never knocked out anybody-not even a second rater. He beat up Aurelia Herrera, the Mexican, pretty severely, but he could not put him away. His last fight was with Benny Yanger several months ago, winning by a decision after ten rounds. Herman is a strong boy, well trained and fairly scientific. He has youth in his favor, but it may be said right here that he has never in his ring career met such a formidable pponent as Gans will probably be to-morrow. Herman may decide to keep away from the on for some time with the idea of tiring Gans out, but he may find this plan is extremely difficult if Gans forces matters

with his usual vigor. On form ring experts say that Gans should win on the hit and that the fight should not ast more than ten or fifteen rounds if the champion tries hard to end it in that time. If Herman should win there would probably a great howl of "Fake!" The men are to battle for a \$20,000 purse, cut up 60 per cent. to the winner and 40 per cent. to the loser. The arena in which the mill takes place was completed last week at a cost of \$40,000. It has a seating capacity for about 10,000 persons and the promoters expect the gate receipts to amount to about \$60,000. The fight will be governed by Queensberry rules, a boxer having one or two hands free may produce a rough house affair in which clinching and wrestling may predominate unless the referee has the power to step between the men when they are locked. For several days sporting men from various points west of Chicago have been making a seline for the scene of the battle, while the miners from nearly all of the Nevada camps have made arrangements to be at the ring-side. It will be an interesting gathering, calculated to provide plenty of excitement a case something unexpected should happen

On Wednesday entries for some of the richcot stakes to be run in the East in 1907 will close at the offices of the Coney Island and Brooklyn Jockey clubs, the Brighton Beach Racing Association and other Jockey Club tracks. The rich Suburban, to be run at Sheepshead Bay, for which weights will be need on January 81, is the chief event, together with the \$20,000 Brooklyn Handicap, ded at Gravesend, and the \$25,000 Brighton Handicap to be run at the Beach in July. So valuable have all the Eastern stakes become that horsemen and breeders in all parts of the country have turned to am in a body, with the result that the coming entry lists will include all of the best horses in America. The liberality of the Coney Island Jookey Club has set an example for all of the other racing associations in this respect, with the result that racing, from an owner's with the result that racing, from an owner's standpoint, was never more profitable than it is to-day. The prosperity of the turf in New York State, incidentally, has been wholly due to the personal influence and fair, sportsmanlike government of the men of integrity and standing who compose the Jockey Club. Racing, because of these men, has succeeded here where it has failed in other parts of the country. In the West the sport has been controlled by the speculative element, which has been frowned upon and made subservient here. The Jockey Club has been on the level with the public and is entitled to praise for the splendid results attained during the year that ends to-night.

"In making a orusade against facing in this State;" said a prominent owner of race-horses yesterday, 'the reformers possibly forget a few things. In the first place, racing has the support of thousands of citizens of all classes. The sport is a business conducted on honorable lines and affords as much of a provider as Wall Street. In the all classes. The sport law bosiness conducted on honorable lines and affords as much of a chance to speculate as Wall Street. In the second place, the agricultural societies up the State are cutting up each year about \$700,000, accruing from the State racing tax, which has made the various county fairs most successful. In the third place, the breeding bureau of the sockey Club in placing about thirty royally bred stallions at the disposal of up-State breeders has strengthened its position materially. Furthermore, the racetrack owners can show proof that in no way do they recognize or receive a penny in tribute from the betting element. Racing has grown into an immense industry. Thousands of persons have been enabled to gain a livelihood, while powerful interests have been indirectly benefited. Just why reformers can come to Albany from other States with a plan to interfere with racing when it is on the top wave of prosperity and has the support of the public at large is a puzzle. Persons who do not believe in racing are not compelled to visit the tracks, which are splendidly conducted and situated far away from the business section of the city. When the fight begins at Albany you will find that the Jockey Club will stand on its merits. The stewayds believe that racing under the present conditions is invulnerable."

An amusing story has been printed by various newspapers relative to college graduates who have become professional baseball ates who have become professional baseball players. According to the yarn Mike Donlin of the New York Nationals is a graduate of the University of Pennsylvania, Hai Chase of the University of Pennsylvania, Hai Chase of the New York Americans received a degree as Columbia and Roy Thomas of the Philadelphia Nationals graduated some time ago from the Carlisle Indian School. Donlin has filed an indignant denial of the charge and says that his enemies have been getting busy. Chase never say New York before he came here from California two years ago, while Thomas ar Pennsylvania graduate, is not a redskin.

PRETTY POLLY FOR THE STUD. TENNIS MATCHES AT TUXEDO. Queen of the English Turf Has Run Her Last Race.

queen of the English turf" and one of the most famous race horses of modern times, has run her last race and report has it that she is booked for the stud. The great mare s rising 6 years of age and during her career has won for her owner, Major Eustace Loder, the nice sum of \$235,000. Other English horses, notably Isinglass and Donovan, have beaten these figures, but they never achieved the worldwide notoriety of Pretty Polly. While on the turf and fit and well, Major Loder's mare was peerless and only on two occasions did she fail to finish first. In 1909, after a rough trip across to France, she failed to give fourteen pounds to Presto, a crack French three-year-old. This year she was beaten by Bachelors Button while suffering from a growth between her fore legs and which had been lanced a few days before the race. Pretty Polly was by Gallinule out of Admiration, and she won the Oaks in a common canter in 1908, but her greatest race was in the Coronation Cup at Epsom last year. It was over the Derby course and the same distance, and Pretty Polly, without much seeming effort won by nearly a field in 2 minutes 33 2-5 seconds, knocking all previous records of Flying Fox and others sky high. The old record was beaten by six seconds and it was reported that the time for the first mile which is uphill was 1 minute 36 seconds. achieved the worldwide notoriety of Pretty was i minute 36 seconds.

It is the belief that the mare will be bred to Spearmist. last year's Derby winner and also owned by Major Loder. He also won the Grand Prix de Paris, but went wrong afterward in training. He, too, is bound for the stud.

OUR OARSMEN AT HENLEY. Attempt to Bar All But Harvard, Yale and Pennsylvania Men Fails.

English criticisms touching on the recent esolution debarring American crews by Regatta stewards are to the effect that the amateur rowing man proper is not yet understood in America and that crews here lack the genuine amateur status. The N. A. A. O. is also blamed for being careless in its recommendations of what is ermed bogus amateurs to Henley, and until the American i governing body changes its with the Henley people no Americans need hope to have their entries accepted, it is said. One of the stewards at this meeting tried o have a resolution rushed through barring all American crews except Yale. Harvard and Pennsylvania. Cornell was not mentioned, for it is understood that the Ithaca knights of the ashen blade are not regarded very sweetly by the Henley stew-ard. But this resolution was sidetracked. The latest issue of the Field to hand, com-

regarded very sweetly by the Henley steward. But this resolution was sidetracked. The latest issue of the Field to hand, commenting on the matter, said:

"This mandate is evidently aimed mainly at American entries. The oarsmen of the European continent have for some time past put their house in order in this respect. Germany, France, Belgium and Holland have respectively established societies analagous to our own Amateur Rowing Association to act as tribunals to inquire into the status of clubs and competitors from their lands who claim to be amateurs and who may aspire to enter at Henley. These societies guarantee (or otherwise) the status of oarsmen who desire to compete at Henley under agreements and honorable stipulations entered into by them on behalf of the Henley executive, and the latter now accept such guarantees as reliable and as relieving them of the burden of specific investigation in each individual case. Previously the only protection which Henley stewards could obtain lay in production by an aspirant of certain local testimonials as to his qualification, and the cluss of persons who thus testified were too often sadly deficient in knowledge of the correct definition of an amateur, even if the record was given in all good faith and not corruptly.

"In America of late the National Association of Amateur Oursmen has professed to execute this function on behalf of American oarsmanship, but the laxity displayed by that body in the matter of the Vesper crew has forced the Henley authorities to adopt their present attitude. The N.A. A. O. must now come to some agreement fully satisfactory to Henley powers before its guarantees can be reliable source of guarantee can be found American entries will not be acceptable. One prominent steward pressed for a veto against all American crews and clubs excepting those of certain standard American universities. This extreme stringency has been waived by the stewards in order to give the new regulation a fair trial; if after this more body in official guarantee fro

American syndicate to frank British university crews for an American regatts suggests of itself that the genuine amateur status is by no means fully realized across the ocean."

The financial report showed that the balance on hand amounted to about \$1,556; the receipts from the meadows stand and enclosures, programmes, privileges, subscriptions and donations amounted to \$13,293. The total expenditure was \$12,007. It is understood the dates for the regatta of 1907 will be July 9, 10 and 11.

CROSS-COUNTRY RUNNING.

Cambridge Defeats Oxford in Appual Match -Gossip.

The annual cross-country match between Oxford and Cambridge took place a little more than a week ago over the Rochampton course of seven and a half miles. It was the twenty-seventh annual match and proved to be highly exciting, as Cambridge won by a solitary point. On account of their work during the winter the Light Blues were the favorites, but no one expected the contest to be so close. A. H. Pearson of Westminster and Queens, Cambridge, who won the event last year, was among the starters, but his work as the race progressed showed that he was far

as the race progressed showed that he was far from well.

The surprise of the day was the splendid running of F. M. Edwards, Queens College, Cambridge. The Light Blue took matters easy at the start, but after about three miles he sailed to the front and from that to the finish was never headed. He won by 180 yards from Mais of Oxford, between whom and Pearson there was a great race for second place, the former getting the place. Edwards time beat the record for the course by 20 4-5 seconds. The previous best was 42 minutes 17 4-5 seconds by Churchill in 1904. Last year Pearson's time was 41 minutes 11 seconds, but the course was 300 yards short. Following was the order of the finish:

į		Time.		
1		M.		
١	1-P. M Edwards, Cambridge			
1	2-8. P. B. Mais, Oxford			
ł	3-A. H. Pearson, Cambridge	42	97 4	
1	4-G. S. Butler, Oxford			-
١	4-G. S. Butler, Oxford	.90	10	
ı	6-E. S. Dougail, Cambridge	. 93	17	
J	6-O. F. Huysne, Oxford	. 24	00 2	7
1	7-J. Stainsbury, Oxford	.44	06	
1	8-H. G. Weber, Cambridge	.44	39	
l	9-E. M. Swift, Oxford	.46	25 2	-
1	10-E. C. Inman, Cambridge	. 50	21	
1	Team score:			
١	Cambridge 1 3 5	. 8	10-	-27
1	Cambridge	7	9-	-28
١	Another match of international	Ann		in
1	Another match of merhadonal	186 V	VI-	244
ı	the old country was the United Hospit			
ı	and Hounds of London against Trinity			
l	Dublin. The race took place at ?	Me	ado	W-
١	brook, Dundrum, Dublin, the race b	eir	IR B	úχ
١	miles. The Englishmen were represe	ent	ed l	DE
l	a weak team and Trinity won easily			
ł	a weak team and Irinity won easily	. 33	avi	18
١	the first six men home. G. S. Dug	gar	1, t	ne
١	individual winner, covered the course	. 8	n e	I.
1	condingly atiff one in 40 minutes 9 seco	and	44	

NAVY PLAYS BASKETBALL.

Norton's Team Wins First Match Gam

Between the Midshipmen. ANNAPOLIS, Md., Dec. 30 .- The first match game of basketball ever played at the Nava Academy was contested in the armory las sprang into immediate favor.

Among those present were Admiral James H. Sands, superintendent of the Naval Academy, and Capt. George P. Colvocoresses, commandant of midshipmen. The game was between two teams of midshipmen, the blacks and whites, captained respectively by Norton, quarterback of the football team, and Holden, the basketball manager. The former won by a score of 18 to 11. Both teams displayed fast team work and accurate shooting. Norton and Green of the blacks excelled in the latter half. McKittrick did some excellent shooting for the whites. The first match scheduled with an outside team is with the Carroll Institute of Washington, to be played on January 12. H. Sands, superintendent of the Naval Acad-

ANNAPOLIS, Md., Dec. 30,-Manager Lawence H. Austin of the Naval Academy field rence H. Austin of the Naval Academy field and track team has scheduled dual meets to take place at Annapolis this spring between the midshipmen and the teams of Princeton and the Carlisle Indians. The dates will be during the latter part of April or the early part of May. The Navy team has never met so prominent a team as Princeton in this branch of sport, though its work has been excellent for the last two seasons.

FINE PLAY IN FOUR HANDED Pretty Polly, universally known as the AND SINGLE CONTESTS.

> Garcin and Sands Defeat the Bostopians Pettit and Crane-in Amateur Duel New Yorker Scores Brilliant Victory-Players and Fashionables Crowd the Court

TUXEDO, Dec. 30 .- There was an intercity interest in the court tennis matches here to-day. New York beat Boston in the two matches. In the four handed match Charles E. Sands, former national and French champion, had the aid of Ferdinand Garcin, professional champion of France. The Boston lans they beat were Tom Pettit, former world's champion, and Joshua Crane, Jr., for four years amateur champion in this country. Garcin and Sands won by 6-1, 1-0, 8-0. They made the world's record of seventeen straight games, as Pettit and

Sands and Crane had a match then, the best two in three sets. The two champions, who would still be supreme in amsteur tennis but for the uprising of Jay Gould, had a splendid match. Sands won by 8-3 and 3-5. According to T. Suffern Tailer, president of the Tuxedo Tennis and Racque Club, it was the best played match he has ever seen in this country. He was referee of the two contests. A. Kurtin, tennis professional of the Myopia Hunt Club, near Boston, was umpire of the services; Robert Moore, Jr., marker, and R. Moore, Sr., man-

There was a throng of interested onlookers in the court. With a holiday rush of visitors and skating spoiled by a thaw, the teunis court was the centre of interest. Seats in the dedans were \$10 and \$2 in the gallery, yet there was not a vacant place. Miss Tilford, in a red suit that sparkled against the dull brown of the grille wall, made a bright bit of color in the gallery. Women fairly divided the space for onlookers with the men. Some at the match were Miss Porter, Mr. and Mrs. L. Waterbury, Miss Harriet Alexander, Mr. and Mrs. H. H. Rogers, Jr., W. S. Moore, Mrs. Norman De R. Whitehouse, Mr. and Mrs. W. G. Loew, Mrs. Pierre Lorillard, F. B. Keech, Addison Cammack, William Kent, Jr., Mr. and Mrs. J. Edward Davis, Harry La Montagne, Mr. and Mrs. Bradish Johnson, William Post, T. W. Porter, E. T. Irvin, R. F. Cutting, Jr., H. C. de Rham, August and H. G. Gray and D. Wagstaff. Pierre Lorillard, Jr., who is to meet J. Gordon Douglas for the Tuxedo Club championship at tennis was an onlooker, and also Clarence Pell and Griswold Lorillard of the Harvard hockey

Bails brought from Boston were used in the day's matches. All tennis balls are alike as to the woollen cloth strips, but they vary in the cloth covers. The Boston balls have the French cover and are as fast as those used in the Paris courts. They are faster than the balls used at New York, Lakewood or Tuxedo, but not quite so hard as the wholly French balls, while the English balls are softer and take the cut and twist to a greater legree, but lose in pace.

"I have learned this court and its light," remarked Garcin before the start. now they spring on me the Boston balls. I am kept guessing always in this country." Yet Garcin played the best tennis of his

visit. He was as brilliant as a meteor in services and in gets. Sands, who has often played with Garcin abroad, was also in spiendid command of his game. Both four-banded and in the singles it was Sands's day for fine strokes. Pettit was always sound and steady in his game, but at first he did not master the gets well. Crane had his work cut out all the way. In the fury of the game Crane took more shots than were his portion, which was a mistake of judgment, for some of the gets would have been perhaps handled better by Pettit. His been perhaps handled better by Pettit. His zeal, too, forced Crane to often return to the walls, instead of straight down the court, which was an advantage to the cool and collected opponents. The Bostonians have made a better team on other occasions. Crane and Sands used the railroad service, but Pettit and Garcin mixed up the style of their deliveries, Garcin's varied and accurate services have seldom been equalled in an American court.

Pettit and Crane made ten points by the winning openings. Pettit had the dedans three times and he was once successful in the grille window. Garcin and Sands gained eight points by the winning openings. Garcin twice counted in the dedans, grille and winning gallery; Sands once in the winning gallery.

eight points by the winning openings. Garcin twice counted in the dedans, grille and winning gallery; Sands once in the winning gallery; and once in the dedans. Crane had six points by the openings, two counts in each one of them. Balls out of court were counted against Pettit's team three times and four times against Garcin's team. One of Pettit's balls out of court broke a gallery window. Sands's service was in fine working order in the last two sets and he scored four times by nicks. Honors in marking chases were in favor of Garcin and Sands, also in winning out the strokes.

In the first set Garcin and Sands won, by game to 30, but the second was won by Pettit and Crane. Pettit, by five kills, ran the score to 40-0. He then lost a chase between one and two, which was the only count the opponents had in that game. Thereafter to the close of the three sets Pettit and Crane did not win a game. Yet ten of the games went beyond deuce and vantage, a fact that shows the match was not as one sided to watch as it appears on paper. The Bostonians often saved their bacon in these matches by brilliant strokes; the winning point seemed the only one they could not make. Garcin was always a true champion. In returns his game was always superb. Sands made some fine gets from the grille wall, besides always being a helping hand to the French expert. In the first game of the second set, after Sands had made it 40-30 by a nick, he returned out of court. Now deuce, Garcin gained vantage by a place into the winning gallery and game by a repetition of the stroke. The scores follow:

Pirst Set-Garcin and Sands, 6; Pettit and Crane, 1. Pirst Set-Garcin and Sands, 6; Pettit and

FIRST GAME.

8	FIRST GAME.
0	Garcin and Sands 0 0 15 30 40-Game
0	Pettit and Crane 15 80 80 30 30
d	SECOND GAME,
-	Garcin and Sands 0 0 0 15
•	Pettit and Crane
2	THIRD GAME.
١.	Garcin and Sands
8	POURTH GAME.
13	Garcin and Sands 0 15 80 80 40-Game
	Pettit and Crane
- 1	FIFTR GAME.
- 1	Garcin and Sands. 0 0 15 30 30 40 V—Game Petilt and Crane. 15 30 30 80 40 40
5	Pettit and Crane. 15 30 30 30 40 40
•	SIXTH GAME.
_	Gardin and Sands-
5	Garcin and Sands— 0 0 15 30 40 40 V V V V —Game Pettit and Crane—
	15 80 30 80 30 40 V V V
3	SEVENTH GAME.
7	Pettit and Crane
8	Second Set-Garoin and Sands 6; Pettit and
n	Crane, 0. FIRST GAME,
0	
,	Garcin and Sands.15 30 40 40 40 40 VGame Pettit and Crane. 0 0 0 15 30 40
ĸ	SECOND GAME.
v	Garcin and Sands.15 15 15 30 40 40 V-Game
g	Pettit and Crane 0 15 30 30 30 40
0	THIRD GAME.
-	Garoin and Sands
_ 1	Pettit and Crane 0 0 15 15 30
	Garcin and Sands
	Garcin and Sands
	FIFTH GAME.
	Garcin and Sands-
	0 15 15 30 30 40 V V V-Game
h	Pettit and Crane- 15 15 30 30 40 40 V V
il	BIXTH GAME.
t	Garcin and Sands. 15 15 30 30 30 40 V-Game.
	Pettit and Crane 0 15 15 30 40 40
0	Third Set-Garcin and Sands, 6; Pettit and Crane, 0,
	FIRST GAME.
8	Garoin and Sands15 30 30 30 40 40 V—Game Petits and Crane 0 0 15 30 30 40
-	
-	BECOND GAME.
8	Garcin and Sands
1,	Pettit and Crane 0 0 0 15
i,	Garcin and Sands. 15 30 40 40 40 V-Game
n	Garcin and Sands15 30 40 40 40 40 VGame Pettit and Crane 0 0 0 15 30 40
d	POURTH GAME.
II I	Garcin and Sands 15 30 30 40 40-Game
a	Petitt and Crane 0 0 15 15 30
a	FIFTH GAME.
li i	Garein and Sands 15 15 30 40 40 V—Game Pettit and Crane 0 15 15 30 40
n	Pettit and Crane 0 15 15 30 40
	SIXTH GAME.
	Garcin and Sands 0 15 15 30 40-Game

and the grille. Sands twice had love games; a trick twice achieved by Crane. One was the third game of the second set, in which Crane found the dedams three times running.

FIRST SET—SANDS, S. CRANS, 3. A. C. A. COMMITTEE ON PUBLIC Sands 15 15 30 80 30 40 V V V Crane L 0 15 15 30 40 40 V V V V-Game SAFETY REPORTS.

> Strenuous Efforts to Be Made to Discourage and Punish Reckless Driving-Control of Chauffeur Also Receives Attention -Speed Limits Absurdly Low-Gossip. Winthrop E. Scarritt, Dave H. Morris, George F. Chamberlin and Albert R. Shat-

> tuck, all former presidents of the organization, were appointed a committee on public the board of governors of the Automobile Club of America at their meeting held on December 28. The reforms they would inaugurate are fully explained in the following report by Winthrop E. Scarritt, chairman of the committee, to the board of governors: "Your president has appointed a com-

mittee to consider ways and means whereby the club may better use its power and influence toward correcting certain evils which have grown apace in connecting with the evolution of the new sport and indestry of automobilism, After consultation with a number of the members of the club, with Police Commission Bingham, various Listrates and others whose opinion should carry great weight, your committee begs to submit the following report:

By way of introduction it may not be out of place to bear in mind that the problems of our modern civilization are constantly growing more and more complex. There is no great invention that does not bring with it as a corollary to its advantages certain hard-ships to other members of the human race. In the early days of railroading a member of the British Parliament spoke against granting a franchise for a railroad on the ground that the terrific speed of ten or twelve miles an hour would be dangerous to life and limb: that horses, sheep and other domestic animals would be so frightened that they would become incapacitated, and that the rumble and vibration caused by the passage of a railroad train in the springtime would so injure the blossoms on the apple trees that the crop would be ruined. We smile at these arguments now, that time they were put forth in all seriousness and most carefully considered. "The automobile is a new factor in transpor-

tation. Its use on our public highways even under the most favorable conditions not infrequently is an inconvenience and works hardships to other users of the highway. The automobile is going through exactly the same history as did the bicycle and the trolley, but the public have become accustomed to these methods of transportation and have accepted the situation. The automobile is now on trial at the bar of public opinion and by its decision must either stand or fall, because in the last analysis public opinion is the supreme court from whose opinion there is no appeal. The courts have decided that properly used the motor car has exactly the same rights on our public streets and highways as those who use old methods of transportation. If the public were always reasonable in their demands, and if automobilists were always considerate of the rights of others, the problem would be simple indeed. Unfortunately this is not the case. The public press is burdened almost daily with reports of accidents caused by the users of automobiles. (The tension between the public and the automobilist is becoming tighter every day, and if the soher sense of the automobilist does not cause him to restrain the tendency to reckless speed madness on the highway the public will see to it that he is restrained by measures which will be so drastic that they are unpleasant to contemplate.

will be so drastic that they are unpleasant to contemplate.

"The Automobile Club of America has always stood for good roads, good laws and good behavior. It has thus placed itself on record again and again. It has publicly procisimed its objection to racing, on the ground that under conditions which exist in this country it is not safe. The club has gone to the extent of disciplining its members when found guilty of reckless driving, and has offered rewards for the apprehension and conviction of those who have driven in a criminal and reckless way, whereby serious accidents have resulted. All these things are matters of history. Notwithstanding these facts we are brought face to face with a serious situation. As the number of automobiles in use is increasing daily, so alsa, especially in our city streets, the number of accidents are increasing. What can this club do to remedy this grave situation? Your committee begs to offer the following suggestions:

"First—Let us have the courage to look

remedy this grave situation? Your committee begs to offer the following suggestions:

"First—Let us have the courage to look the facts in the face, accept the situation as it is and frankly admit its gravity.

"Second—Let there be appointed a committee which shall be known as the committee on public safety. The president of the club, by virtue of his office, is a member of all committees of the club. The other members of the committee should consist of the former presidents of the club, who, by reason of their experience, are perhaps better adapted to deal with this question than others who have not given to the problem special attention.

"Third—This committee should be charged with the duty of studying this problem as seriously, carefully and earnestly as the other committees study the important matters assigned to them.

"Fourth—The committee should act in cooperation with the law committee in recommending to the Legislature such changes and amendments to the existing law as would seem necessary for the better protection of all users of the highway alike.

"Fifth—The club should make known first to its own members that it will not sanction or tolerate careless, reckless or too rapid driving, and it should invite from the public and carefully consider any fair criticism, backed by substantial proof.

"Sixth—This recommendation is made to the end that setting our own house in order we may conserve the best interests of the public and shall by our own behavior and by a feart.

"Seventh—The problem of the control of the contro \$20,401 01 "2. The Pierce Currier Foster Memorial Fund, \$1,000. This fund consists of one Union Pacific 4 per cent. gold bond, presented to the association in 1839 by Mrs. Charles W. Foster for at the annual indoor meet, in memory of her son, the late Lieut. Pierce Currier Foster, Third United States Infantry, class of '99, who died June 11, 1899, of typhoid fever at Menile. Manila.

"The above accounts were audited and found correct:

found correct:

C. R. Lawson, 1st Lieut., Artillery Corps.
G. E. Caalleton, 1st Lieut., Artillery Corps.
W. R. Bettison, 1st Lieut., Artillery Corps.
"Capt. Halstead Dorey, Fourth Infantry, has been appointed assistant treasurer and secretary for the Philippines, but it is too early as yet to hear from him. Very respectfully,
W. R. Smith, Treasurer."
West Point sports are supported by contributions, concerning which the treasurer's statement also contains the following:

No. of persons

good of this great sport and industry at heart.

"Seventh—The problem of the control of the chauffeur is a difficult one, but we believe that whenever an owner is present in his car and the law is flagrantly violated he should be held equally responsible with the chauffeur for such violation.

"Eighth—A department should be maintained through which a deserving chauffeur might seek employment and through which owners of cars could secure competent operators. Whenever it becomes necessary for an owner to discharge a chauffeur on account of intemperance, inefficiency or dishonesty a report thereof should be filed with the club secretary. "Ninth-It is recommended that an exami-

CASH PRIZE WINNERS.

Expert Class—Sergt, E. P. Fowler, Company B, 23, 35—67.

Sharpshooter Class—Private H. Wooley, Company A, 23, 33—68.

Novice Class—Corporal J. M. Boyle, Company D, 23, 32—60.

New Member Class—Private K. R. Wilson, Company G, 30, 31—61.

Sharpshooter Qualifications—Private M. S. Clark, Company G, 31, 34—65; Private B. F. Vorhis, Company G, 32, 33—65; Capt, B. B. McAlpin, Company I, 32, 35—67; Private H. G. R. Ausbuettel, Company C, 34, 32—66; Private H. G. R. Ausbuettel, Company C, 34, 32—66; Private H. G. R. Ausbuettel, Company C, 34, 32—66; Private F. C. Noble, Company K, 30, 35—65; Private F. C. a report thereof should be filed with the club secretary.

"Ninth—It is recommended that an examination committee be appointed to examine as to competency any chauffeur in the employ of a club member who shall furnish the committee with satisfactory evidence of character. If the committee were satisfied that the applicant possessed all the qualities necessary for a first class chauffeur they would be empowered in their discretion to issue a certificate of capacity to this effect. The chauffeur would receive this certificate and a badge or button which he would be glad to wear, indicating that he had successfully passed the examination and was the holder of an A. C. A. certificate. We believe that the adoption of such a plan as this would surely tend to raise the standard among chauffeurs and prove to deserving ones a valuable asset.

"Tenth—Many of the leading garages keep an accurate record of the cars which are taken out. We believe that all garages should be requested so to do and that a duplicate of this record should be mailed to each owner at least once a week. This would tend to break up the pernicious practice of chauffeurs taking out cars by day or night without the owner's knowledge or permission.

"Eleventh—Your committee believes that the revocable license furnishes the most efficient method of curbing the speed madness of the reckless owner and the careless, inconsiderate, dare devil chauffeur. It is believed that if there should be any change made in the existing law the penalty of revocation should be incorporated therein.

"Twelfth—The club is on record as being entirely opposed to the payment of commissions to chauffeurs. It should discourage is concerned, but to ask the other garages of the city to join with it in this policy to the end that petty graft may be entirely eliminated.

"Thirteenth—We should urge upon automobilists not to use acetylene lamps in city

end that petty graft may be entirely eliminated.

"Thirteenth—We should urge upon automobilists not to use acetylene lamps in city streets, and not to permit their engines to be flooded with oil so that the exhaust becomes offensive, and also to refrain from the use of the horn more than is absolutely necessary. We should urge a cheerful compliance with the traffic regulations.

"Fourteenth—It is recommended that the club adopt some flag, banner, metal tablet or insignia which should be attached to every car belonging to a member of the club. The advantages of this plan are so obvious that they need scarcely be discussed. The automobilist himself would take pride in having it known that he was a member of the most powerful automobile organization on this continent, and the fact of his membership being thus publicly known would act as a restraining influence at all times against reckless or careless driving.

"Fifteenth—We recommend that this committee, acting in behalf of the club, issue an

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AUTOMOBILES

NEWARK, N. J.

Immediate Delivery. "30" Simplex, Quinby Limousine "35" F. I. A. T., Quinby Touring "30" Simplex, Quinby Touring "50" Matheson, Quinby Touring

Early 1907 Delivery.

Renault F. I. A. T. Chassis

Panhard Simplex

Aluminum Automobile Body Builders

NEWARK, N. J.

address to automobilists generally appealing to their sense of justice and fair play, appealing to their sense of justice and fair play, appealing to them in behalf of the best interests of this great growing industry, by persuasion, by argument, by example, to moderate their speed upon our crowded public streets and to exercise the greatest caution in passing trolley cars in either direction, in rounding curves and in crossing intersecting streets.

Sixteenth—The automobilist should be protected in his rights upon the highway. He has a right to expect that the law shall be enforced in his case with the same broad liberal interpretation that is used in the matter of the horse drawn vehicle. The speed limit on our parkways, in the country and the not thickly settled portions of the city are absurdly low. There is no driver of an automobile, and scarcely a driver of an automobile, and scarcely a driver of a horse drawn vehicle, that does not violate the letter of the law every time that he drives on the highway. On the other hand, it is to be noticed that almost every driver of a horse drawn vehicle, and most automobilists observe the spirit of the law. In all such cases the drivers have a right to demand that they be free from annoyance and petty persecution and let alone. Sixteen miles an hour on an open road with traffic light is often safe and proper, while eight miles an hour in a crowded street is often unsafe, improper and a dangerous rate of speed. The point to be emphasized is that speed fast or speed slow is only one element to be considered; that time and place and traffic conditions are equally important elements. It is the reckless man driving at speed in crowded traffic conditions whom we condemn and whom all decent men, be they horsemen or motorists, must alike unite in condemning and in stamping out as they would any other criminal class.

"It is our desire to act in harmony with the police department in the punishment of this

"It is our desire to act in harmony with the police department in the punishment of this type of motorist. It is recommended that where there has been a flagrant abuse of the rights of the highway our counsel be in structed to tender his services to the author structed to tender his services to the authorities in the prosecution of such violators. In short let it be known that it is the fixed purpose of the club by every legitimate means in its power, to wipe out the inconsiderate, reckless and criminal automobilist, be he chauffeur of owner."

The nation's capital is to have its automo-bile show, too, the Washington Automobile Dealers' Association having settled upon the week of January 28 to February 2 for its annual local exhibition.

TO IMPROVE SLOOP EFFORT. Winner of King's Cup Will Be Ready to Meet All Racing Yachts Next Summer.

F. M. Smith's crack sloop Effort, the winner of the King's Cup last summer, is now wintering at City Island and she will be fitted out early in the season and be ready to meet all comers again. In her next season she will e a much better boat than she was in her first year. Improvements are to be made her designer, which are expected to make her faster, and she will also have the advantage of

tion of the yacht as she now appears at Jacob's yard at City Island shows how well constructed she is. Bronze is a metal that bruises easily and the slightest indentation always shows, especially when a coat of paint is put on. As the builder was late in delivering the Effort, she was not cemented, but before another season she will be finished as it was intended she should be, and not a mark of the rivet

will be seen on the hull. When she was hauled out a most careful examination was made, and it was found that she had not worked at all. In fact, there was not a spot in her interior finishings where the paint had even cracked, and if the yacht had worked it would have shown on the interior finish. Not a single rivet leaked and there was no corrosion anywhere—in fact, her hull was dry and dusty inside. She was as sound when she was hauled out as the day when she was jaunched. The plating was in the same shape, and in the hardest racing during the summer the bulkhead doors opened and closed easily, showing that there was no change in the yacht's form even when being

change in the yacht's form even when being driven hard.

The Effort is 93 feet 3 inches over all, 65 feet on the waterline, 16 feet 6 inches beam and 10 feet 11 inches draft. She is a keel boat, built of bronze, with steel frames. The Budder of this month has a detailed account of her construction, with plans. It says:

"The average weight of the plating is 6.8 pounds to the square foot. The thickness of the upper strakes is three-sixteenths of an inch and her keel carries thirty-one tons of lead. This lead is perfectly flat on the bottom and is 18 feet 3 inches long. At the forward end it is 4 feet 6 inches high and at the after end, where the rudder post fits, is 20 inches. It has a fish section shape—sharp forward and bulbs out so that the bulk of the lead is well forward; its widest part is 30 inches and it is sheathed with bronze plating.

"The lead rises in a straight line forward and takes a quick turn to a point three feet beyond the water line and then sweeps up in an easy curve to the stem head. This straight line if carried aft would run to the rudder post and form the upper part of the lead is boited is of bronze three-fourths inch thick, the bolts running through the lead varying in length from two feet to six feet, the heads being countersunk at the bottom of the slead with nuts set up on washers on the top of the sole plate. The sole plate is stiffened by steel angle floors on each frame, and steel angles run along each side of the sole plate to which the garboards are riveted. The stem is a bronze plate flanged and to this the plating is riveted. The sole plate is stiffened sixteen inches on centres and are of steel 1½ by 2½ by 3-16 inch thick. The stem above the water line, that is, the curved portion, is a bronze casting, as is the rudder post, stern post and frame, the material being of about the same composition as what is known as gunmetal. The plating is what is known as in and out, the sheer strake being out. All the seams are double chain riveted.

"The deck beams space one to each frame driven hard. The Effort is 93 feet 3 inches over all, 65

Four 1906 Rainier Cars taken in exchange for 1907 models; used four to eight months; in fine order, fully guaranteed. One Limousine, one Demi-Limousine, two touring cars. Demonstration at any time. Prices right for quick sales.

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Every Reliable Make Represented. Prices Lowest,
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Locomobiles, 15-20 and 30-35; Rainiers, Panhards,
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Automobile Owners' Supply Depot Where supplies are retailed at wholesale prices. A visit will convince all and save you HUNDREDS of DOLLARS on your purchases. 1655 Broadway, between 51st and 524 Sts.

Times Square Automobile Co. Largest Automobile Dealers in the World. Automobiles Bought, Sold and Exchanged. 215 W. 48th (near B'way). 'Phone 3423 Bryant

HORSES AND CARRIAGES.

GRAND CLEARING SALE OF HORSE BLANKETS. Stable Blankets, 75 cents. Square Blankets, 1.35.
Truck Blankets, 81b., 2.00; 91b., 3.00; 101b., Leathered
for Hames, 3.75. Fawn or Blue Truck Blankets,
2.75 and up. Fancy Wool Carriage Blankets, 3.50.
Oll Storm Covers, 2.00.
PETERS HARNESS & SADDLERY CO.
88 West Broadway, ngar Chambers st., up stairs.

overhang are two longitudinal trusses ex-tending from the forward end of the rudder tending from the rolling to the transom.

"On each side on top of the deck beams is a steel stringer plate. This is 12 inches wide a midships and 8 inches at the ends. On top a midships and 8 inches at the ends. On top a midships and 8 inches at the ends.

faster, and she will also have the advantage of being better known by her captain and those interested in sailing her. Among other things she is to have a hollow boom and maybe a little more sail. This boom will be just a little longer than the one she carried last season. The Effort is to race at Jamestown in the two weeks racing off that port for the cup given by Sir Thomas Lipton. This cup is for sloops and yawls of classes H, J and K, and it is probable that the two new Herreshoff boats of Class K, being built for H. F. Lippitt and G. M. Pynchon, will also take part in this contest which will be the event of the year for boats of this size.

The Effort is not only a fast sailing craft of good wholesome type, but is well constructed and a stanch, seaworthy craft. Some who saw her racing last year criticised her and maintained that she was so lightly built that she would soon fall apart, and pointed out dents in her plating to show that it was too thin. This story is absolutely denied by those who have been closely associated with the yacht and a careful examination of the yacht as she now appears at Jacob's yard at City Island shows how well constructed she is. Bronze is a metal that bruises easily

BRITISH GOLFERS ARE IMITATORS An American Qualifying Round to Be Tried

at Open Championship. After years of deliberation and nibbling at the American invention of a qualifying round to relieve the crowding of the field, the delegates of the five championship courses have at last adopted the plan for the open cham-

gates of the five championship courses have at last adopted the plan for the open championship. When the competition is played at Hoylake in June it will be on the following conditions:

On Tuesday and Wednesday in the championship week entrants will qualify to play for the championship by two rounds on each day, one-half of the entrants to be drawn to play on Tuesday and the remainder on Wednesday. The thirty players returning the lowest scores on each day, including all who may the will be qualified to play. On Thursday and Friday the championship will be played for by such entrants as may have qualified under the rules at present governing it.

This means to say that in next year's championship at Hoylake the total number of entrants will be divided into two halves, one of which will play a qualifying round of thirty-six holes on June 18 and the other a qualifying round of these on allfying rounds sixty players, plus any players who may happen to the with the lowest qualifying score, will start on June 20 to play the seventy-two holes of the championship proper. Americans may now hope for some relief from the congested field in the British amateur championship.

Nominations for Kentucky Futurity.

LEXINGTON, Ky., Dec. 30.—Some interesting things are revealed by the nominations just made to the Kentucky Futurity, the classic three-year-old trotting event. J. McGregger, a public stallion, is third in favor, there being twenty-nine of his get entered. The famous McKinney and Todd have twenty-eight each. Siley Brook twenty-seven. The Bondsman, Peter the Great and Oratorio nineteen each, Bingen, Sidney Dillon, Mabel and Hal Direct seventeen each, Jay Bird fifteen and John A. McKerron, Bengara and Oakland Baron fourteen each.

